



The China Mail.

ESTABLISHED 1845

AGENTS
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Manila, A.S. Watson & Co. Ltd.

No. 15,952.

號十二月六年四十一百九千一英

HONGKONG, SATURDAY, JUNE 20, 1914.

庚申年五月廿二日

PRICE, 55.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS
ALEXANDER BUILDINGS, Hongkong.

COMMERCIAL.

SHARE REPORT.

Messrs. Vernon and Smyth, in their
weekly share report, dated June 19th,
state:—

Since our last report the local market
has again ruled very dull, but prices gen-
erally have remained steady and in a few
instances advances have taken place.
Langkats have again been a fluctuating
market, and during the week declined to
the 44, at which price buyers came
forward, and have now strengthened to
the 48 for cash, with a good demand.
The London market for "Oils" has re-
mained steady and no change of any ap-
preciable extent has to be reported in the
"Rubber" or "Tin" market. Fine
Hard Para is now quoted at 2 1/2 per lb.,
and Plantation Sheet at 2 1/4 per lb. The
open market rate of discount is again
easier at 2 1/2 per cent, but the Bank of
England rate remains unchanged at 3 per
cent. Bar Silver is quoted at 25 1/2 for
ready and 25 1/4 for forward. Sterling T.T.
at 1/103, Shanghai T.T. at 7 1/4, and Sin-
gapore T.T. at 8 1/4. Gold according to
the latest advices stand at 138.

Banks.—Hongkong and Shanghai
closed with buyers at 8 1/2, and are ad-
vised from London as having sellers at
8 1/4 5/8.

Marine Insurance.—Unions are in
demand at 8 1/4, with no shares on offer
and Cantons are wanted at 8 1/4 without
leading to business. North China have
nominal quotations of 1/100 and Yangtze
of 1/104 at exchange 7 1/2.

Fire Insurance.—China Fire is now
wanted at the improved rate of 1/151, but
no shares are on offer, and Hongkong Fire
have a buying quotation of 1/104, but no
business has to be reported.

Shipping.—China and Manilla have
been placed at 88 and Douglas are wanted
at 80, but no sellers are in evidence.
Steamboats have buyers at 82 1/2, but no
shares are obtainable at the rate. India
are on offer at 84 and Star of India at 84 1/2,
with no transactions to be reported. Shell
Transport have local buyers at 103 1/4, and
are advised from London as having a mid-
dle quotation of 104 1/4.

Refineries.—China Sugars remain a quiet
market and close with a nominal quotation
of 8 1/2. Lard is still on offer at 2 1/2,
with no business to report.

Mining.—Kailash are wanted at 37 1/2,
and have a London middle quotation of
38 1/2. Tin is close with a nominal
quotation of 28 1/2 and Rupee are on offer at
83 without leading to business.

Gold.—Ural Caspians have buyers at
46 1/2. Mexican Eagles are quoted at 39 1/2,
British Borneos at 4 1/2, Malaya at
10 1/2, all middle prices.

Docks, Wharves and Godowns.—Hong-
kong and Whampoa Docks have been the
medium of business at 8 1/2, and now
close with buyers at 8 1/2 with no shares
on offer. Kowloon Wharves are inquired
for at 8 1/2, but no shares are on offer at
the rate. Whampoa Docks close with a
nominal quotation of 1/100, and Hongkong
Wharves are wanted at 1/104.

Land, Hotels & Buildings.—Hong-
kong Hotels remain in request at 1/125
with no shares on offer, and Hongkong
Land have buyers at 1/113, with no
business to report. Hongkong Estates
have been placed at 7 1/2, and now close
with buyers at 7 1/2. Kowloon Land are quiet
at 8 1/4, and West Point are in demand at
8 1/2.

Gold, Silver.—Swiss gold with a buy-
ing rate of 127 1/2 and Shanghai Gold
are wanted at 110 1/2. Laos Kung
Miao have been placed at 1/103 and are
now wanted at 1/103 with no shares on
offer. Kung Yik have buyers at 1/113
and International and Boy Chee close
with a nominal quotation of 1/107 and
1/108 respectively. Hongkong Cottons
are inquired for at 8 1/2.

Wholesale.—China Lights are wanted
at 8 1/4, Hongkong Electric at 8 1/4, Hong-
kong Rubber at 8 1/4, Peak Tins (old) at 8 1/4,
and Watsons at 8 1/4. China Providents
are on offer at 8 1/4, Dairy Farms at 8 1/4,
Green Island at 8 1/4, Peak Tins (new) at
10 1/2, Steam, Low dries at 8 1/2, and
United Waterworks at 8 1/2. The following
close with a nominal quotation viz. China
Borneo 8 1/4, Hongkong 8 1/4, Hong-
kong Tins 8 1/4 and Pows 8 1/4.

London Quotations.—The following
quotations (middle prices) were received
from our London Agents by wire this
morning:—

Indo-China (Combined) 125/130
Chinese Engineering 38 1/2
H.K. China 38 1/2
Tientsin 38 1/2
Ural Caspians 46 1/2
Mexican Eagles 39 1/2
Shell Transport 104 1/2
British Borneo 4 1/2
Malaya 10 1/2
Ural Caspians 46 1/2
Ural Caspians 46 1/2
Ural Caspians 46 1/2

BUSINESS NOTICES.



MILKMAID
RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY

PURE

CREAM.

Packed in Three sizes of tins.

1 1/2 oz., 5 1/2 oz., 4 oz., net weight

Obtainable from

Messrs. LANE, AWFORD & Co. Messrs. THE SINCERE Co.
Messrs. H. RUTTON & SON. Messrs. THE FRENCH STORE.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 20th JUNE.

8 A.M. 'HEUNGSHAN' 5 A.M. 'HONAM'.
10 P.M. 'HONAM' 5 P.M. 'KINSHAN'.

SUNDAY, 21st JUNE.

10 P.M. 'FATSHAN' 4 P.M. 'HONAM'.

Single Fare by Night Steamer 8 1/2
Return Fare by Night (available also for Return by day Steamer) 10 0
Single Fare by Day Steamer 4 0
Return Fare by Day Steamer 8 0

The attention of the travelling public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SHUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st JUNE.

The Company's Steamship "TAISHAN",
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM', 588 Tons, and S.S. 'NANSING', 566 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa, by the Company's direct Steamers "LINTAN" and
"SANTU". These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANHOB'S (First Floor).

Opposite the Blake Pier.

SINGON & CO.

ESTABLISHED A.D. 1850

IRON, STEEL, METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Ice Free and
Foundry Contractors, General Stock-
keepers and Shipbuilders. Nos. 23 and
27, Hing Loong Terrace, (Old Street, west
of Central Market) Telephone No. 511.
Hongkong, September 1, 1913.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self Contained Suite of Apartments with Private
Bath-rooms attached. Luxuriously furnished Lounge, Drawing, Reading
and Writing Rooms.
Under Personal Management.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for construction and repair of Ships, Boats, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2 1/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing facilities for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA, AND JAPAN AGENTS.

Telegraphic Address:—TAIKOO DOCK. Telephone No. 215.

"MUMEYA."

"While-you-wait" Photography
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8A Queen's Road Central.

TELE. No. 254.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephone in all rooms. First-class Canteen, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms:—From 35 per day Max.

Telegraph Ad:—Peacote.

P. O. PRUEYER,
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

OUTSIDE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

PRICE 50 Cts. \$1.00 AND \$2.50 PER BOTTLE.

Prepared Only By

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG ART PHOTOGRAPHER.

CHILDREN'S PHOTOS;

A
Specialty.

NOTE ADDRESS
ICE HOUSE HONGKONG

ROURNVILLE COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17, 1913

CALBECK, MACGREGOR & CO

(Established 1864)

JUNORA

The Wine of Health

A Tonic Appetizer. A Pick-me-up. The
stimulant of the Organ.

ENTERTAINMENT.

THEATRE ROYAL.
FRIVOLITY FREEAR.

ON SATURDAY, JUNE 27th, 1914.

(One Night Only)

Under the distinguished patronage of H. E. Sir Harry May, K.C.M.G., H. E. General Kelly, C. B., and Commodore Anstruther, C. M.G.

Box Plan Open at MOUTRIE'S

Popular Prices: \$3, \$2, and \$1. Naval and Military 50 Cents to \$1 Seats.

"FRIVOLITY" FREEAR in his WORLD-FAMOUS

"FRIVOLITIES"

Mr. Freear has had the honour of presenting the "FRIVOLITIES" before the late King Edward VII., for H.M. de Valde, at Luzon Ho, H.M. de Sultan of Turkey, the late King of Greece, the late Duke and Duchess of York, Grand Duke Michael, Duke of Uratun, Their Excellencies the Earl and Countess of Minto, Earl Fitzwilliam, Earl Roberts, Admiral Lord John Fisher, H. H. the Nizam of

FRIVOLITIES

Hyderabad, H. H. Prince Dranong, H. H. the Gaskwar of Baota, H. H. the Maharaja Scindia, H. H. the Maharaja of Patiala, H. H. the Nawab of Rampore, H. H. the Begum of Bhopal, H. H. the Maharaja of Mysore, H. H. the Maharaja of Vizianagaram, H. H. the Maharaja of Travancore, H. H. the Maharaja of Benares, H. H. the Maharaja of Jodhpur, H. H. the Maharaja of Bikaner, etc.

Freear also received from Abdul Hamid (Sultan of Turkey) the Gold Medal of Fine Arts, for his command performance in Yildiz Palace, Constantinople, and from H. E. the Sultan of Zanzibar an Ivory Walking Stick.

Gold Sleeve Links from H. E. Lord Gladstone in Pretoria, and Gold Cigarette Case, with other presents from H. M. the Queen Mother of Siam, a few weeks ago in Bangkok.

Credentia in proof of above together with the Medal of Fine Arts presented by H. E. the Sultan may be seen at Moutrie's.

SPECIAL NOTE—Mr. Freear respectfully desires to convey to all that his Entertainment will be found what it is represented to be—Pure, Wholesome and Lively; 24 hours of Laughter Guaranteed.

BY FREEAR—THE MAN WHO MADE THE SULTAN LAUGH.

To Be Right Back Your Seat or You may be Left.

Laughter is the best of all Tonics—keep on laughing and buy Freear's Book of Jokes, 60 cents at Moutrie's. On Freear's three visits to Shanghai standing room was at a premium in the Lyceum Theatre, as also in Singapore. Returning again to Shanghai and Singapore shortly by general request.

NOTES—A Fan will be supplied to each Member of the Audience with complimentary of the Moutrie Co. Nothing like a hearty evening of laughter, especially in the warm weather. Return performance at Canton on Wednesday next, by general desire. Fans to everyone and Electric Fans by courtesy of the Elite Cinematograph Co. Hongkong, 20th June, 1914.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FURNING, STEEL MAKING, SHIP'S BUNKERS and HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

FIREBRICKS GARDE

FIRECLAY,

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

A Natural
Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

THE 1914 DERBY.

(Continued from page 4.)

For most of this time I was watching one of the coldest men on the course—Sir John Thunby, the owner of "Kenny-more." He stood a few paces from me, talking spiritedly to his half-brother, Mr. George Thunby, and Lord Harcourt. Mr. Thunby had ridden "Kenny-more" since John o' Gaunt, in the thunderstorm Derby of 1904, when he finished second to St. Amans. Occasionally Sir John cast a glance towards the starting-post, and it was not until the delay was getting serious that his face slightly clouded with anxiety as he made out, through his glasses that his horse was throwing away his chances by his mad behaviour.

Then there was that familiar, green-dripping roar: "They're off!" Mr. Willoughby had performed the formality of his office by pulling the lever and releasing the horses. Then what a spectacle was there! Instead of leaving in the ideal way, each as well-served as the other, they began their struggle like horses finishing an irregular cavalry charge. No need was there to look twice for the favourite. "Kenny-more's" colours, so easy to define, were conspicuous in the rear. The horse had swung round as the tapes flew up, and had therefore been left. "The favourite's left!" What a world of dreadful meaning was conveyed by the shouted words, and what a pang smote upon all who, in the interests of sport, apart from any other consideration, wanted to see him have a fair chance to justify himself. Tragedy was there enough in that. But that was not all.

BRACEPEAR HOPESLESSLY LEFT.

Bracepear also was left. He had not begun to move when the first group was a hundred yards in front—Poly-crow, Black Jester, Flying Orb, Durbar II., and others all tearing along. At the next post "Bracepear" had only one horse behind him. In front of him were twenty-eight, and from that point the race had to be threaded in and out among hopeless animals that had no pretensions to be where they were, except that they were eligible through the mere fact of entry.

I did not make out "Bracepear" again until they were a quarter of a mile from home, and then he was to be seen still coming through the field. It seemed that, after all, he would run into a pace, but Jakes, his jockey, realised the hopelessness of it, and when Peter the Hermit was fighting out third place with Dan Russell, "Bracepear" was being pulled up, which is why he was still instead of fifth. I maintain he would most probably have won had he not suffered such an atrocious fate at the start.

It was not the horse's fault. He had stood the "ordred" well, but it was his overwhelming misfortune when the start took place for the horses on either side to close on him like the inverted letter "V." Jakes, on "Bracepear," could not move until they had first drawn clear.

The jockey was crestfallen and grievously disappointed. "There is not an 'if' about it," he subsequently told Mr. Marsh, the horse's trainer. "I must have won easily." How enormous was the difference it made, assuming the jockey is correct, as I believe him to be, can be left to the imagination of readers. An historic scene would have been enacted through the first victory in the Derby for his present Majesty. No wonder there is a soreness over the cause which is supposed to have contributed to the unwieldy field and the impossible task it gave to the starter.

It is not as if "Bracepear" was not greatly fancied. He was very much so, having a big chance of beating "Kenny-more" through his own Newmarket Stakes running with "Coreya." Then he was absolutely fit and well—he could not possibly have been made better in this respect—and, therefore, to be beaten in such circumstances is a very different matter from being beaten on the horse's merits or demerits.

MOST UNFAVOURABLE RACE.

Thus this Derby will go into history as one of the most unexciting and disappointing on record. It had its sensations in the incidents at the post, which have been described, but there was absolutely nothing to move the crowd to enthusiasm. There was no cheering as the winner passed the winning-post, but some were heard as Mr. Duryen led in his horse. He was obviously, and quite naturally, greatly elated, and there were many to congratulate him. It is said that he and his friends have won a large sum of money in bets. They would not accept his failure in the French Two Thousand Guineas as being a correct index of his form. The British public, however, have not shared in the victory. Durbar II.

After the race I remarked to Mr. Persse, the well-known trainer, that even "The Tetrarch" would have had to get off well in this unwieldy field, and he agreed. "Yes, I think he would," he remarked. "How would the grey have been this day in his old form? It makes one weep to think of what might have been. And at the same time one recalls to this connection that he was only on hearing of 'The Tetrarch's' removal from the race that Mr. Duryen decided to send his horse to compete. 'If it is as I said,' Mr. Marsh, there was deep mourning and feeling in the military ranks of one very slowly associated with 'Bracepear,' when he said, 'I wish the Frenchman had stayed at home!'

Endorsement in France.

The Frenchman, Durbar II., was the only horse to win the Derby in France.

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TRAGEDIES OF
MARRIAGE.

Thousands of girls and women marry who are unfit for marriage. It is to this cause that much of the misery of which the world is so full is due.

An anemic bride begins her married life under an enormous handicap. And America, the light of womanhood the world over, is more prevalent here in a lost than in any other part of the globe. Do you suffer from life blighting anaemia? Are your lips and cheeks, bloodless? Do you lack bright spirits and sparkling eyes? If so, there is a way—back to health and happiness for you through the discovery of an eminent medical man, whose prescription was a successful private practice that he arranged for it to be available to the whole world of sufferers from Anaemia and Nervous weakness. This prescription is day in the form of Dr. Williams' Pink Pills for Pale People is world famous.

The secret of the curative power of Dr. Williams' Pink Pills is that they rapidly make rich, red blood, and strengthen the vital organs of the whole system. It is a new life. Daily your own cure now with Dr. Williams' Pink Pills.

Medicine vendors throughout the world sell them and they are also obtainable from the Dr. Williams' Medicine Co., 84 South Street, New York, N.Y. U.S.A. \$1.50, six for \$8.75. "Pink Pills for Pale People," an interesting book, will be sent free for postcard to the above address.

did not come like a French challenger with excited credentials as did Holmwood, Gouverneur, Vincennes, and Jarry in their respective years, or, as was the case last year, Nimbuk, who has been winning fame in France this season.

His Majesty graciously and gallantly congratulated Mr. Duryen, and conversed with him for some minutes. It was Mr. Duryen who won our Two Thousand Guineas two years ago with Sweepster II., an American-bred horse, and was much disappointed because Maher failed to win the Derby on him in Taggart's year. Durbar II. is a light-fleshed chestnut horse, and by no means a big one in stature, but there is no doubt that he can gallop and stay well. His sire, Habakuk, used to bring to Mr. Arthur James, for whom, when Mr. Marsh trained him, he won the Goodwood Cup. Apart from "Kenny-more" and "Bracepear," who had no chance to show what they could do with him, his victory makes it clear that our three-year-olds are a desperately moderate lot.

Black Jester he fairly, and squarely vanquished. Mr. Jock's horse had every chance, but though he showed fine speed he could not stay, a quality which he was believed by his owner and trainer to possess. He was actually first round the corner into the straight, but Durbar II. was always lying on his heels, and when the latter was sent for the front on the inside—this happened a long way from home—nothing threatened danger for a moment.

EFFECT OF THE SWEETENERS.

I have not much to add except to dwell for a moment on what I consider is largely to blame for the fact of so many impossible horses being sent to compete and the consequent chaos that prevailed at the start. You have only to glance at the illustrations of the start to see what happened. Were there no Calcutta sweetenings in existence there would not have been thirty runners to-day. "One can foresee injury being done to the prestige and traditions of the Blue Riband," I wrote in this morning's issue. After to-day's experience I am sure that the temptation to some owners to run their horses for a consideration is a menace. It is certainly not in the interests of the sport. And if the Jockey Club should arrive at the conclusion that there is something in the notion they will, doubtless, take steps to remedy the state of affairs.

I know of an instance today. An owner was asked by an individual to allow his horse to be started—he had no possible chance—and in consideration of doing so the owner was to be paid £250 on the spot. The owner did not do this in this instance except the suggestion, but the incident will serve as evidence of a pernicious modern phase of the Derby. The Calcutta Turf Club, which is the Jockey Club, and the latter might ask the Calcutta Turf Club in future to withhold the details of the draw of their great "sweep" until after the race has been run. There might be practical difficulties about such a course, but this organisation must not be allowed, deleteriously to affect the greatest and what should be the fairest and most sporting race in the world.

After the race I remarked to Mr. Persse, the well-known trainer, that even "The Tetrarch" would have had to get off well in this unwieldy field, and he agreed. "Yes, I think he would," he remarked. "How would the grey have been this day in his old form? It makes one weep to think of what might have been. And at the same time one recalls to this connection that he was only on hearing of 'The Tetrarch's' removal from the race that Mr. Duryen decided to send his horse to compete. 'If it is as I said,' Mr. Marsh, there was deep mourning and feeling in the military ranks of one very slowly associated with 'Bracepear,' when he said, 'I wish the Frenchman had stayed at home!'

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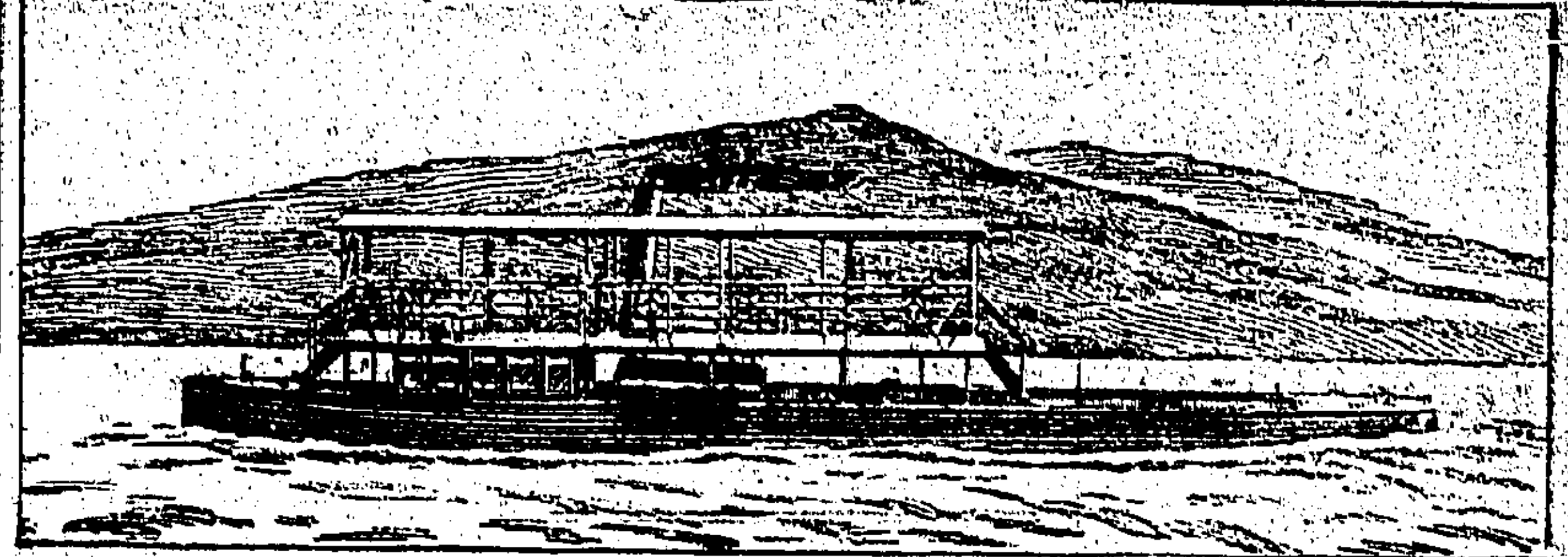
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UNFURNISHED, No. 4, Morrison Hill,
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Road Central, immediate possession.
Apply DRAGON CYCLE CO.
Also
1 MOTOR BIKE for Sale.
Hongkong, May 29, 1914. 672

TO LET.
FOUR ROOMED HOUSES in Salisbury
Avenue, Kowloon. Cheap rental.
Apply CHATER & M. D. Y.
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TO LET.
A HACIENDA, No. 74, Mount
Kailash Road.
Apply CHATER & M. D. Y.
No. 5, Queen's Road Central,
Hongkong, April 2, 1914. 443

TO LET.
GODOWN in 1st Floor, No. 12,
Apply HONGKONG ICE CO., Ltd.
Hongkong, May 21, 1914. 643

TO LET.
ROBATE, 1st Floor, No. 12,
Apply HONGKONG ICE CO., Ltd.
Hongkong, May 21, 1914. 643

TO LET.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, June 16, 1914. 732

TO LET.
THE SOUTH WEST portion of the
First Floor, including Treasury on
Ground Floor, lately in occupation of the
General Bank.

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